

PRICE, \$2 PER MONTH.

## Shipping



**A COMPETITION for a Belilos Scholarship,**

the celebration with the *Compass* College, has been held on 26th June last, when seven candidates competed: The Scholarship, which is tenable for two years and yields \$300 per annum, has now been awarded to A. Silva. The Trustees (Hon. Ph. Ryrrie and Dr. Kettel) contemplate also establishing two Medical Bachelors' Scholarships in connection with the Alice Memorial Hospital.

A BOURNAY Annamese thief met a terrible death in Haiphong last Tuesday. He entered a godown early in the morning and set about emptying liquor from a cask into a bucket he brought with him. After emptying a quantity he lit a match to see if

carrying a quantity of dynamite to use in his bucket was full. The match set fire to the cast, an explosion took place and the ashes of the coals were gathered by the Agent of the godown and his boys, who rushed to the place on hearing the explosion. Fortunately the fire did not spread to the other casts.

The British barque *Casamere* arrived at Manila from Iloilo on the 24th June, with a cargo of coal, which had been on fire for several days. The *Porvenir de Visayas* of Iloilo of the 18th June, says — "The British barque *Casamere* left for Manila last week with about 1,100 tons coal, having discharged 800 tons here. On reaching Cresta de Gallo, fire was discovered in the hold. All

the means available to put out the fire proved unsuccessful. The Captain then decided to sail for Hilo, but on reaching as far as Santa Ana the vessel met with a dead calm and she was obliged to anchor. The Captain came to Hilo in a boat, arriving at midnight, to lay the matter before his agents (Messrs Smith, Bell & Co.), and by three o'clock in the morning the steamer

*Rapido* left to render assistance, having on board the Captain of the Port and assistants, and the principal of the firm of Smith Ball & Co. Water in large quantity began to be poured into the hold of the *Cashmere* at 4 o'clock, and subsequently she was taken in tow by the *Rapido* to a place where there is five fathoms of water. The fire appeared to have been extinguished at

at the time although smoke was still seen to be issuing from the burning cargo. The *Cashmere* left again for Manila, and the fire started afresh, continuing until she reached that port. The *Comercio* learns at the last moment that the vessel will be beached on the prays of Tiyuma, inside the bay, and flooded. The towing steamer *Centinel* and

The pacification of Tonkin is anything but complete. Commenting on the suicide of Captain Barile at Chaobang, *Le Courrier d'Haiphong* says:—What has been going on at Chaobang for more than a year? When Colonel Serrière left Lang-sou there were

not more than 1000 pirates whom fear kept quiet, now there are 8000 Chinese mounted pirates on the frontier attacking convoys, treating the troops with contempt and keeping them in check. Here is Captain Berlie of the 8rd Ponkin Regiment who blows out his brains and before him two other officers committed suicide at Ocho-ra. We have also had to record the death of Lieut. Cas-

vanquished and of Lieut. Davy, assassinated in broad daylight several days from his post of Lang-huyen. Quite recently a convoy of \$4,000, while going from Mouat to Bao-lac, was captured by pirates. Shortly afterwards there was found on some of the pirates captured a letter from a Chinaman of Cao-hang informing the pirates of the departure of the convoy of silver. The

letter bore the stamp of the Annamese "conseiller ordinaire" of the Military Commandant. The Chinaman who betrayed us has still his head on, living quietly at Cao-bang, ready to betray us again. All this is most saddening and corresponds with the general discouragement expressed in letters that are received from the interior.

Our contemporary also reports how the mandarins of the province of Haiphong favourable to the French tried to bring a pirate chief to submission and ignominiously failed. They took the opportunity of the expected visit of the new Governor General, M. Piquet, to send a letter to his piratic Majesty, telling him that further resistance was useless and that he would do well to

obtain favour and submit to M. Piquet. The letter was entrusted to a native officer in the employ of the murderers, who started for the island of the Two Rangs, accompanied by a boy who carried his hotel-nut box. The rebel chief on reading the letter ordered the head of the messenger and the boy to be cut off at once; and to know that he was not an ordinary thief but only

right in two knights' errant fashion, he sent back the box, which was rather prettily ornamented with silks. *The Courier* says that a gentleman of this jolly temperament is not a nice neighbour, and our contemporary is not far wrong.

order to promote the direct importation of coolies from that port. As Mr. Richardson may not be able to visit the different districts it may be possible for Messrs. G. & Co. to appoint an Agent in Sandakan or Kudat to negotiate with the well-known Egyptian firm which Mr. Richardson represents, for the importation of coolies for the present season. This will be a difficulty about Swatow labour is that we constantly argued there for services are finding on the coast, so that the latter might be regarded as better.

We do not quite see how this difficulty can be overcome; but perhaps Mr. Richardson may suggest some solution of it.



Do. Minimum over night		84
<b>METEOROLOGICAL REGISTER.</b>		
AT 4 P.M. TO-DAY.		
Barometer		29.70
Temperature		88
Damp Ball		78
Direction of Wind		—
Force		4
Weather		o
Rain-fall		0.03
Hourly Observations		See page 2



## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUZUKI,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA.  
ALSO  
LONDON, HAYRE AND BORDEAUX.

ON THURSDAY, the 4th of July, 1889, at Noon, the Company's S.S. *MILVINE*, Captain V. MOTT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 3rd July, 1889. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, June 24, 1889. 1234

## CANADIAN PACIFIC STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA

## THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES &amp; STEAMERS.

THE British Steamship *BATAVIA*, 2,563 Tons Register, WILLIAMSON, Commander, will be despatched for VANCOUVER, B.C., and KORE and YOKOHAMA, on THURSDAY, the 4th July, at Noon.

To be followed by the Steamship *PORT AUGUSTA*, on the 18th July, and *S. S. PARTHIA*, on the 1st August.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Lines, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—

To Vancouver & Victoria, Max. \$185.00

To all common ports in Canada, \$25.00

and the United States: \$300.00

To Liverpool .. 300.00

To London .. 305.00

To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. HARMAN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 3rd July.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, June 20, 1889. 1200

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Kobe and Yokohama, on THURSDAY, the 9th July, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—

To San Francisco .. \$200.00

To San Francisco and return, 350.00

available for 6 months .. 325.00

To Liverpool .. 325.00

To London .. 330.00

To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines; Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels

Freight will be received at the office until 5 p.m. same day; all Parcels Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, July 1, 1889. 1221

## Mails.

## NOTICE.

NORDDEUTSCHER LLOYD  
STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUZUKI, PORT SAID,  
BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Parcels until 10 a.m. on the 3rd July, 1889. (Parcels not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to

MELOHERS & Co.,  
Agents.

Hongkong, June 8, 1889. 1112

## RAIL PROGRAMMES FOR SALE.

## IN NEW SHAPES AND PATTERNS.

## CHINA MAIL OFFICE.

## NOW READY.

## THE REVENUE OF CHINA.

## A SERIES OF ARTICLES, Reprinted from 'The China Mail.'

## WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the

CHINA MAIL OFFICE, 2, WYNDHAM STREET.

Messrs. KELLY & WALSH, and Mr. W. BREWER'S.

Price, .. 50 CENTS.

ANY Cast-off CLOTHING, BOOKS, or PAPERS will be thankfully received at the Sailor's Home, West Point.

Hongkong, July 26, 1887.

## SEARE LIST—QUOTATIONS. JULY 1, 1889.

## STOCKS.

## MARINE INSURANCES.

## FIRE INSURANCES.

## WHEAT.

## RICE.

## SUGAR.

## COFFEE.

## TEA.

## OPPIUM.

## CLOTHING.

## BUILDING.

## MINE.

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## Intimations.

## Our Jobbing Department.

HAVING just been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

## CHINA MAIL OFFICE.

## WASHING BOOKS.

WASHERMAN'S BOOKS, for the use of Ladies and Children, can now be had at this Office.—Price, \$1 each.

## NOW READY.

THE COMMERCIAL LAW AFFECTING CHINESE; with special reference to PARTNERSHIP REGISTRATION and BANKRUPTCY LAWS IN HONGKONG.

Copies may be had at the China Mail Office, and at Messrs. LANE, CRAWFORD & Co.—Price, 25 cents.

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## A WEEKLY JOURNAL FOR THE HOME MAIL.

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The *Overland China Mail*, by the convenience of its form and the accuracy and fullness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China hands at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

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Quarterly, .. 3.00, .. 0.25

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China Mail Office, Hongkong.

## NOW ON SALE.

## INDEX TO THE CHINA REVIEW.

## VOLUME I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, .. 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WALSH, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WALSH, Shanghai.

## Her Britannic Majesty's Ships on the China Station.

## Name.

## Rig.

## Tons.

## Guns.

## H.P.

## Captain.

## Where at.

Alacrity .. dispatch-vessel .. 1700 .. 4 .. 3180 .. Com. B. Blair Macdonochie .. North

Albatross .. gunboat 2nd class .. 465 .. 4 .. 170 .. Lieut.-Com. E. Henderson .. Canton

Albatross .. gunboat 3rd class .. 2380 .. 10 .. 2420 .. Captain Wm. H. Henderson .. Hongkong

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## Merchant Vessels in Hongkong Harbour.

Inclusive of late Arrivals and Departures reported to-day.

In the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the

Shipping or mid-way between each shore are marked C., in conjunction with the figure denoting the sections.

Section.

1. From Green Island to the Gas Works.

2. From the Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to Kowloon Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

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